



Photo by Edna Johnson of Mission Bay Yacht Club Beach & Snack Bar



California—Here We Come!

10 Great Things to do Besides Racing—Jeff Coppens

For those who haven't been to San Diego, we can vouch that the sailing is always fun with our fantastic weather. However, we also wanted to let you know there are a lot of great things to do and see while you are here.

San Diego Maritime Museum—San Diego is home to the world's oldest functioning sailing vessel, the *Star of India*. The *Star* is one of several boats you can tour at the San Diego Maritime Museum. Also at the museum is the *HMS Surprise*, the boat used to film *Master and Commander*. The movie was filmed at the movie studios twenty miles south of the USA border in Rosarito, Mexico.

World Famous San Diego Zoo—It seems every large city has a zoo claiming its world famous, but as far as zoos go, the San Diego Zoo is THE ZOO. The Zoological Society of San Diego boasts the best record for the care and reproduction of endangered species worldwide. With two locations, I actually prefer the Wild Animal Park located about 30 minutes from downtown. The animals are kept in large enclosures (up to 120 acres) and you ride in a train around the perimeter. Take a walk to the African enclosure and you can hand feed giraffes. Way cool for the kids.

DisneyLand, LegoLand, and Knott's Berry Farm—Disneyland is 1 hour and 15 minute drive from MBYC during non rush hour traffic. The new California Adventure opened several years ago expanding Disney into two large theme parks. Another 10 minutes north is Knott's Berry Farm. If you are bringing children under seven, don't miss Legoland located in North County San Diego, just 30 minutes from the club.

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Chief Measurer's Column

Bill Clausen



As I write this Memorial Day Weekend, most of you are now contemplating whether you will try to go to California or what beer to have on the next picnic!

I hope most of you will show support for the International Lightning Class by attending your local District Championship, even though you have four-year old sails and have no intention of

going to California for the North American Championship. By rubbing shoulders with some of the gung-ho nuts that have their trip to Greece already planned, you will be supporting our Class in the eyes of the world as the biggest three-man centerboard boat Class in the world. You can think of attending your Districts as being a member of the Pan American Games!!

I am not asking Districts to measure boats, beyond safety equipment, SO GO, and check the stay tension on the guy who won the last race, ask about his technique for trimming the jib, find out what kind of beer he drinks!

If you are all set for California, decide what sails to replace, what crew to take with you, and how many days you will stay at the Grand Canyon and at the Davis' house.

We will be measuring all the regular things at the WJM as well as the NAs, so find your measurement certificate

and CHECK THAT NO WEIGHT has been removed that is not noted on the certificate. If your boat has picked up weight, you will be able to remove it at the NAs if you have your measurement certificate with you.

Please come to measurement ready to have all this measured. You will have a sheet to be checked off. If you have all your life jackets, rudder, spinnaker pole, preventer, bucket, anchor and line all right there, then measurement will be a simple few minutes. Boats that measure in at the WJM will NOT have to measure at the NAs.

I will be checking stay tension throughout both regattas. Be sure you have my tape on your stays! If you need to change stay tension, I will be available to recheck and retape your long stays.

Have fun in your Fleet races and support as many local regattas as you can. Pay your membership and do your best to get to California. It is a great place to sail against the best sailors in the Class. It will be a ball. Come support the best Class in the world!

Again, I love this job! If you have any measurement question, no matter how small or large, send me an email and I will try to help you any way I can to keep our Class one design and fun.

I would be remiss if I didn't congratulate Dave Nickels and the Armbrusters for their diligence in getting a new mold and Lightning out there racing. Good Luck and may it make our Class even better.

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Official Notices

EXECUTIVE COMMITTEE RULING ON ILCA BY-LAWS RULES GOVERNING DISTRICT, AREA AND WORLD CHAMPIONSHIPS

To bring ILCA "Rules Governing Championships" in compliance with the current racing rules of sailing, the ILCA Executive Committee makes the following rulings (pursuant to the ILCA Constitution, Article XII, 1(b)) and revisions which are effective immediately upon publication:

All references to 2001-2005 RRS are deleted, and replaced with 'RRS or racing rules of sailing';

All references to 720 and 360 penalty turns are deleted, and replaced with 'two-turns penalty' or 'one-turn penalty';

Reference to RRS 42.3(b) is deleted and replaced with reference to RRS 42.3(c) in ILCA rules that refer to Propulsion and all references to 'Appendix 1' are deleted when it appears in conjunction with rules dealing with Advertising under Regulation 20 of the RRS.

The above statements allow us to remain current with the RRS and eliminate references to obsolete rules. This Executive Committee ruling will be set on the agenda for the Annual Meeting in August. The Governing Board will then decide on any permanent required actions.

Respectfully submitted,

Carter Utzig, Brian Hayes, Bill Clausen, Steven Davis, Rob Ruhlman

2006 Lightning Youth World Championship

As the 2006 Lightning Youth World Championship approaches it is important that those teams that have qualified register with the ILCA Class Office. The registration form is available both on the ILCA Website and from the ILCA Office. This not only lets the Organizers know for certain who is participating but also gives them some much needed funds to pay for some of the up front costs of the regatta. Advanced registration will also help the Organizers determine if additional teams can be invited to the Championship.

Per the Notice of Race, each National Organization should have notified the Class Office by 1 May 2006 as to the number of boats it intends to enter. If you have not, please do so as soon as possible.

Additionally, the completed Registration and Official Entry form for each team must be returned with the entry fee and damage deposit by 1 June 2006 in order to avoid late penalty fees.

For further information, please check both the ILCA Website, www.lightningclass.org, and the Yacht Club of Jyväskylä Veneseura website, www.jvs.fi, or contact John Atkins, VP Youth World Championships, at jhatkins@frontiernet.net.

**The ILCA Office is now accepting bids for the 2008 Youth World Championships through July 20, 2006
Contact John Atkins if your fleet or club is interested**

LIGHTNING 2009 WORLD AND MASTER CHAMPIONSHIPS SITE SELECTION INFORMATION REQUEST

The International Lightning Class Association has developed a new process for selecting the Club that will host the 2009 Lightning World and Masters Championships. The Class has appointed a Selection Review Committee to develop selection criteria, review bid submissions and provide to the Governing Board their thoughts and possible recommendation. Once this is complete the Governing Board will vote on the host Club. The members of the committee are: Bill Mauk-Chair, Antero Punttila-Europe, Valerie Tardiff-Canada, Paco Sola-South America, and Matt Burrige-US

Whichever Club gets the most votes from the Governing Board will have the honor and responsibility of organizing the 2009 Lightning World and Masters Championships. There is no requirement for a minimum of voters. Three Clubs are eligible to bid: Sheboygan Yacht Club and the Sheboygan Youth Sailing Club, Buffalo Canoe Club, and Malletts Bay Boat Club.

Once the bids have been submitted they will be posted on the ILCA website. When the Selection Review Committee finishes its review it will be posted on the website. At that point in time the Governing Board will begin voting. Voting will be over a 30 day period. All votes will be submitted by email, mail or phone to Jan Davis, ILCA Executive Director. We encourage an open discussion among class and Board members and that the individual Clubs contact Board members and solicit their vote.

Jan Davis will have the official list of Governing Board members for each Club. Any Governing Board position (open or replacement) that changes prior to the end of the voting period will be allowed to vote. If in the case of a replacement the new person could vote, but if the new person does not and the other person has already voted then that vote will count.

Schedule:	Criteria Sent to Each Club	May 1, 2006
	Bid Submissions Due	May 1 thru May 30, 2006
	Review Committee's Review	June 1 thru June 30, 2006
	Governing Board Voting	July 1 thru July 30, 2006

While each bidding venue could submit whatever information they deem necessary to the Selection Committee, the Committee suggests each Club at least provide the following information. The importance (weight) of each of the main 12 categories of information is indicated. In addition, there is an additional 10% possible bonus for the quality and innovativeness of the your plan. Each bidder is required to submit their information in electronic form.

FAILURE TO SUBMIT YOUR BID BY MAY 30, 2006 AND IN ELECTRONIC FORM WILL DISQUALIFY YOUR BID.

The official place to send your bid is to Jan Davis at office@lightningclass.org

Sending your bid directly to the Selection Committee would be helpful, but is not considered an official submission.

GOOD LUCK AND THANK YOU FOR PARTICIPATING!

SELECTION COMMITTEE RECOMMENDED INFORMATION:

- I. INTRODUCTION (5)
 - WHO IS BIDDING—DISTRICT AND CLUB
 - BRIEF DESCRIPTION OF VENUE
 - ORGANIZING COMMITTEE AND ORGANIZATION STRUCTURE
 - COMMUNICATION APPROACHES ABOUT EVENT TO COMPETITORS
 - REASON FOR BIDDING
- II. SAILING CONDITIONS (7)
 - EXPECTED WEATHER
 - PROXIMITY OF SAILING TO CLUB FACILITIES
- III. RACE ADMINISTRATION/REGATTA ORGANIZATION (10)
 - PAST EXPERIENCE OF CLUB AND PERSONNEL ON AND OFF THE WATER
 - CERTIFICATION OF RACE OFFICERS AND JURY
 - ON WATER SUPPORT DURING RACING
 - ACTIONS TAKEN TO MINIMIZE NEGATIVE AND MAXIMIZE POSITIVE ENVIRONMENTAL IMPACT OF EVENT
- IV. BOAT CHARTER AVAILABILITY AND SHIPPING REQUIREMENTS (7)
 - COST, NUMBER AND QUALITY OF CHARTER BOATS
 - COST OF SHIPPING FROM SOUTH AMERICA AND EUROPE
 - BOAT STORAGE ARRANGEMENTS AND DURATION
- V. PROPOSED EVENT DATES (5)
 - DATES FOR MASTERS AND WORLDS
 - RACING SCHEDULE FOR EACH
 - ENTRY FEES
- VI. YACHT CLUB FACILITIES (7)
 - CLUB HOUSE: BUILDINGS, SOCIAL ROOMS AND FOOD
 - GROUNDS
 - BOAT LAUNCHING AND STORAGE
- VII. HOUSING (5)
 - AVAILABILITY OF FREE HOUSING
 - PRICE AND QUALITY OF HOTELS/MOTELS AND OTHER HOUSING
 - PROXIMITY TO CLUB
- VIII. ACCESS TO VENUE (10)
 - INTERNATIONAL AND DOMESTIC TRAVELERS
 - PROXIMITY TO MAJOR AIRPORTS
 - RENTAL CAR AVAILABILITY
- IX. SOCIAL PROGRAMS (7)
 - VARIETY
 - COST
 - OPPORTUNITY TO INTERACT
 - NON-SAILOR ACTIVITIES AND ASSISTANCE
- X. SITE-SEEING OPPORTUNITIES (7)
 - DURING REGATTA FOR NON-COMPETITORS AND COMPETITORS
 - BEFORE AND AFTER REGATTA
- XI. COMPETITORS NOT FROM NORTH AMERICA (25)
 - NUMBER EXPECTED
 - PLAN TO ACCOMPLISH GOAL
- XII. EFFECT ON LOCAL FLEET (5)

Bill Mauk—VP Worlds

Quota Change for North American Championships

The Executive Committee has been requested by the Organizing Authority of the 2006 North American Championships to change the District qualifying ration from 1:10 to 1:2. Therefore, for every two registered boats in your district, your district can send one qualified boat to the North Americans (i.e., District X has 23 registered owners. At 1:10 that district could send 3 boats. This year they can send 12). This request has been granted by the Executive Committee.

The end effect is that, basically, if you sail your districts, you qualify to go to this years North Americans. So make your travel plans now to be in San Diego in August!

10 Great Things to do Besides Racing—cont.

Seaworld—Since we are on theme parks, MBYC shares the bay with Sea World. You can sail your Lightning over and get a glimpse of the water pens with penguins and sea lions. It's better to drive over and spend some time. The killer whale show, sea lion show, and arctic exhibits are not to be missed.

USS Midway—At any one time, San Diego Bay is home to up to four aircraft carriers. One these is the historic, USS Midway, which has now been turned into a Navy museum. The decks are filled with planes from many eras and you can take guided tours of the ship.

Old Town San Diego—San Diego was settled in the late 1600s by the Spanish. Still standing today is the original town center which has been made into a collection of small museums, shopping boutiques, and restaurants. My favorite is Casa De Bandini. The house was built over 300 years ago for the original Governor. The house has a square shape so that the outside walls could be used to defend against Indians. Today, the inside courtyard has been turned into a Mexican restaurant with great food, live mariachis, and multiple fountains that make the ambiance fantastic. If you need to drown any race woes, you can find the infamous 32 ounce Bandini margarita here.

Tijuana—This I have warn "go at your own risk" or if want to beat your arch rivals sailing this year, talk THEM into going!!! Drive thirty minutes south from MBYC and you will hit the Mexican border. Park on the US side, walk across the border, and hail a cab to Avenida Revolution, that's the main street in TJ. You will find lots of shopping for everything from leather goods to any conceivable knickknack. When the sun goes down, the parties start and last all night until the sun comes up. We aren't responsible if you don't show up for the warning gun.

Belmont Park—Located less than a mile from the club is Belmont Park, home of the Mission Bay wooden roller coaster. More than seventy years old, the coaster sits on the edge of the beach and is a lot of fun to ride. The rest of Belmont Park is home to beach shops, arcade games, and several fun beach bars.

Mission Beach—Just blocks for the club is Mission Beach, one of the most popular San Diego beaches. Great for hanging out and people watching. Or it's a good vantage point to watch the NAs from shore. A boardwalk spans from Belmont Park to the Crystal Pier and makes a great morning walk. For the party scene, many local beach bars are located between the boardwalk and the first two inland blocks from the beach.



North American Championships August 12–19, 2006

Hosted by: Mission Bay Yacht Club, San Diego, CA

Visit: www.lightningnas.com

Contact: Jeff Coppens

jeffcoppens@aol.com

Women's, Juniors and Masters North American Championships August 7–11, 2006

Hosted by: Southwest Yacht Club, San Diego, CA

Contact: Edna Johnson

kirkedna@aol.com

(619) 583-6476

We test our small dia. lines

This past fall I had the son of one of my long time customers call. He said he was sailing his Dad's 505 and asked me when I was going to do some bench testing on small diameter lines. I said: "It is on my list, now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted to be really small, good running and that would hold in the cleats. The boy must have been reading the Layline catalog over the years 'cause he was thinking right.

So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines...

Our method, we used 20 feet exactly, preloaded and cycled each piece to 600 pounds 5 times. Then we did our measuring where we loaded the line to 40 pounds and increased the load by pounds. We took/recorded the way up to 300 from each line. The results were as follows:

LAYLINE

We also measured the diameter of the lines to really see how "big" they were. This is noted as the mm number behind the inch/mm graph label. The manufacturers do a good job with building consistent sizes, but it is just hard to split the sizing hairs of small looking at elongation, Size Matters. This is why I show Aracom T 3/32" and 1/8" adjacent to one another. Also, 1/8" equals 3.17mm.

Results and Conclusions

Our goal here is to not do a line to line comparison, but to give you data you can use for your application. So, of stretch, instead think elastic elongation... i.e. each time you load your line to the poundage of X, it will move that much.

What we came away with was how consistent the performance of each line was. Once we pre-and-cycle loaded the lines, the 5 measurements were remarkably the same.

For details as to how stiff a line is or how well it holds in a cleat or what colors it comes in, or what it may be good for, go to the general cordage sections.

Permanent Elongation, a concept to be understood. In these samples we pre-loaded to 600 then did pulls to 500 from zero. Each time to 300 the line stretched to basically the same overall length. That is cool, however, if we had gone to 500 in between two 300 efforts the line would have become about this and call it if you have questions. There are conclusions to be had.

Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our Vendor's niche product lines gets line within Layline's product presentation. Over the last few years under the guidance of their new sales manager who was a sailmaker and college all american, New England has taken steps to strengthen their position in the dinghy and one design market.

In the past, this segment has been dominated by English and European suppliers, now we have an American choice.

Spyder Line

Spyder line is a perfect line for your highly loaded control lines on dinghies. Spyder line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch, take a look at the charts from our Punisher at the charts from our Punisher.

Flight Line

New England did their homework on this line. Flight line is made up of a Polypropylene jacket with a 1/4 strand SK75 Dyneema core but there is a difference to the Flight line. New England made the "wall" thickness a bit thicker than normal. We at core a bit thinner than normal. We at Layline have been seeing for years that the jacket was the weak link on Polypropylene lines but now New England has addressed the issue by beefing up the jacket while still offering all the performance that you could want for your dinghy and small keel boat lines. I have been running the Flightline for spin sheets on Sonar's all last season and I personally think there is no equal. Super Light while still offering fantastic performance.

Finish Line-Polyester

Finish Line makes a great control line on both Dinghy's as well as big boats. With it's blunt construction the Finish line stays round under load so it works well in both Cleat Cleats as well as Cam Cleats as well as giving good performance for use as small boat spin halyards. New England offers their Finish Line in 4mm, 6mm and 8mm sizes. Finish Line cannot be spliced but it holds a knot really well.

Buzz

Looking for an awesome main sheet for your small boat? Take a look at New England's Buzz Line. Constructed of Spun Polypropylene Polyester and Polypropylene Braid, Buzz is a light weight floating line that stays round under load so it is easy to cleat and uncleat as well as having unsurpassed ability to run at the top mark. The guys sailing Star Boats have really adopted this line as the way to go for their main sheets. Because of the Spun Polyester the Buzz Line has a bit of a fuzzy finish making it easy to hold onto.

Regatta Lite

Regatta Lite is 100% Polyester woven in a pretty loose array. Runs super well. We use as non-water absorbing painters and for anchor lines in bays.

Punisher Results

pulling our small diameter 100% polyester lines on the punisher in 20 pound increments. The numbers are in millimeters.

Aracom T, 3/32" ... 2.63mm

Aracom T, 1/8" ... 3.33mm

E12, 1/8" ... 3.45mm

Excel Pro, 3.0mm ... 2.92mm

ler Line, 2.8mm ... 2.96mm

www.layline.com

Punisher Load Cell

Dear Lightning Sailor,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing.

The results are spelled out in the catalog.

Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for *sick sailors* like you and me.

Thank you for your business.

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6

Lightning Family News

Welcome New Member—Shane Rankin

The Lightning Class welcomes new member Shane Rankin. Shane has purchased plans and is rebuilding a boat built in 1959 by Alec Sutherland Jr at Killyleagh in Northern Ireland. It was the third boat he built, his first being in 1943. This boat was the first Lightning at Killyleagh.

"As for information on me, I currently sail an RS 400, which is a 15 foot two man, high performance racing dinghy with an asymmetric kite mounted on a extendable bowsprit. I sail with my 17 year old son at Chanonry Sailing Club, on the Inner Moray Firth, north-west of Inverness in Scotland. Currently I am Commodore of the

Club which celebrates its 50th birthday this year. I also sail a Laser regularly and have done for about 25 years. There are no Lightnings at Chanonry.

I learned to sail at Killyleagh on Strangford Lough, Northern Ireland in the late 60s/early 70s. It was then that I first saw Lightnings. They looked so much more impressive than the little 14 footers we learned on, and they all seemed to be bright bold colors with lots of sail area. I didn't manage to sail one then and haven't since, but with a bit of luck I will sail my own Lightning in a year or two."

Welcome New Member—Jack White

I started my racing career in 1985 in a Shock 35 as a bowman; I also raced Lido 14s. I raced Solomons Island to Key West and also raced Trip 26. The reason I decided to purchase a Lightning is because it is fast, it has a big spinnaker, and because I had the opportunity to buy one.

I currently race on the Albermarle Sound. There are no other Lightnings here. I hope to find some place in North Carolina or the Chesapeake Bay to race the Lightning. I'm looking forward to being a member of the Lightning Association,

Lightning Sailors in Really Fast Boats!



The South East District's Bob Harkrider took an all-Lightning crew to the Trimaran Nationals and placed second in the Corsair 28 class, just behind Olympians Pease and

Bob Glasier. Bob drove his RV and the bat-winged Corsair to Fort Walton Beach, Florida, where Jamey Rabbitt of Dallas and Jeff and Amy Linton of Tampa joined him for the drag races. While boat speeds on the Corsair were generally double, triple, and quadruple what a Lightning normally attains on the water, the four expect to be back into square-bottomed single hulls soon.

Also, foredecker Genoa Griffin of Tampa, Florida, has just announced her Olympic 470 campaign. A collegiate sailor (USF 2003) and sometime crew for Robby Brown, Rod Koch, and others, Genoa has a website and a tax-free donation number. She'd be grateful for any support (<http://www.genoasails2008.org/>)

And as a "Give my regards to..." Brian Hayes and Greg Fisher flying a chute on the cover of the new APS catalog. Way to show the colors!

Article and photo by Amy Smith Linton

Welcome New Member—Terry Dewane

I remember the Lightning sailboat as a kid growing up Sao Paulo, Brazil. We had them at our club where our family spent most weekends. Through the years I have sailed Lasers, Moths and Catamarans for fun. Over the last ten years I have crewed on many keelboats, including J105s, Beneteau 36.7 and IORs. In 2004 I purchased a J24 and am currently active in our local fleet races. I also participated in the 2005 J24 National Championship in Seattle.


I am BB certified, US Sailing Cat 2 Offshore Certified, and an EMT. I am planning on getting my USCG six-pack license this fall. Other than that, my brother Mike and I decided on the Lightning because its history and fleet presence throughout the US and the World. We are in the stage of retrofitting an older model with the goal to make it as competitive as possible for our first few years of campaigning and ultimately upgrading to a newer boat as our performance improves. The boat is currently in California but will be moved to Lake Champlain, Vermont next year where we will race it in New England as well as New Jersey.

Welcome New Member—Bob O'Brien

Here is my #3798, built by Hubert Johnson in 1948 for his daughters. It was restored by David Olney of Toms River, NJ. We hope to be at the Wood Lightning Regatta July 22 at the Onondaga Yacht Club.

Fleet #3





WORLDS 1*,2,3*,4,5,6,7
 MASTERS WORLDS 1,2
 NORTH AMERICANS - CHAMP 1,3,4,5,6,7,8,9,10
 NORTH AMERICANS - PRES 1,2,3,6,7,8,10
 ATLANTIC COAST CHAMPS 1,2,3,4,5,6,7,8,9,10
 BLUE NOSE REGATTA 1,4,5,6,8,9,10,11,12
 FRIGID DIGIT REGATTA 1,2,3,5,6,8,9,11
 CANADIAN OPEN CHAMPS 1,2,3,4,5
 MANAHAWKIN BAY CUP 1,2,3,4,5,6,7,8,9,10
 DIXIE DISTRICTS 1,2,3,4,5,6,7
 OHIO DISTRICTS 1,2,3,4,5
 CENTRAL ATLANTIC DISTRICTS 1,3,4,5
 FLORIDA DISTRICTS 1,2
 CALIFORNIA DISTRICTS 1,3
 SOUTHERN DISTRICTS 1,2,3
 TAWAS BAY SUMMER REGATTA 1,2,3,5
 PYMATUNING 4TH JULY REGATTA 1,2,3
 SE DISTRICTS/VODOO REGATTA 1,2,3
 DOC GILBERT POTOMAC CUP 1,2,3
 PSRA SPRING REGATTA 1,2,3
 HERNANDO DE SOTO REGATTA 1,2
 EARLY BIRD REGATTA - Westport 1,2,3
 LAKE LANSING 40TH TUNE UP 1
 SODUS BAY SPRING REGATTA 1,2,3
 SOUTHERN CIRCUIT OVERALL 1,2,3,5,6
 SOUTHERN CIRCUIT - St. Pete 1,2,3,5
 SOUTHERN CIRCUIT - Miami 1,2,3*,5
 SOUTHERN CIRCUIT - Savannah 2,3,4,5
 PYMATUNING SPRING CLASSIC 1,2,3,4,5
 LONG JOHN REGATTA 1,2

*partial

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Photo Bill Clausen

4th Annual Spring Lightning Regatta At Sodus Bay Yacht Club



Fall-like conditions greeted the fleet for the May 20 & 21 Sodus Bay Yacht Club 4th Annual Spring Lightning Regatta.

The SBYC Regatta was again the 1st Regatta of the season for the Central New York Lightning Fleet. Lightning sailors warmly greeted one another, catching up on how everyone's long winter had been and finding out what they were planning to do during the summer of '06.

Jim McIntosh of Williamson, NY, proudly took the cover off his brand new Allen boat and described how he had just left Allen's yard in Buffalo at 7:30 PM the previous evening. Jim said he really wanted to come to the Sodus Bay regatta. Jim's boat has a beautiful dark blue hull and is just a gorgeous boat!

Bob King had decided he was going to "jump ship" and instead of sailing with his Uncle Jed Dodge, he would dust off his grandfathers old Lippincott and skipper a boat for himself. Bobby spent the better part of Friday evening repairing, cleaning, looking for sails and parts and then doing a little more repairing!

There were 11 boats in the parking lot by 9:30 AM Saturday morning. At the 10:30 Skipper's meeting, only five boats had registered. Air temperature was not quite 50, there were scatterings of rain and the wind strength was recorded between 11 and 18 knots. Forecast for later in the day was not looking good. The weatherman was calling for more rain, increasing wind (to 30 kts) and little if any sun!

Race Committee Chairman Jerry Dodge decided to postpone the 1st race by one half hour, as there appeared to be a "window of opportunity" approaching from the west. Jerry wanted to get a boat out to the race area to take a first hand look at conditions. Once back, the RC reported the lee shore of Sodus Bay was fine and they were ready to get started. The whole Race Management Team headed out to get the Windward Leeward course set up.

After quite a wait, three boats made it out to the starting area. Jed Dodge, sailing with his brother Bill, and Bill's

son Trevor, (Bill and Trevor drove up from New York City just to sail on Sodus Bay again!) Bob Wardwell with Mike Healy & Sarah Costich and Bob King sailing with Billy Healy & Tim Jones! When the RC asked, "what took you so long to get out here", we heard everyone wanted to wait for Bob King. Bob couldn't find a tiller for Gramp's boat! Wind strength was 8 to 11 with an occasional gust of 18. The first race got started and the RC could tell that conditions were near perfect for the 3 boats... Every once in a while you'd see skipper and crew on the rail!

It was fun watching Bob King and the Healy boys on the downwind legs. We couldn't figure out why they were not flying a chute. Then, we saw Bob standing on the aft deck holding the boom on his knee trying to re-repair his outhaul. Next down wind leg Tim Jones was bailing water INTO the boat! Turns out he was trying to wash out fiberglass dust from the previous night's repairs. Between the second and third races, Clay Murphy, Al McReynolds and Howard Skinner, who had been watching the races from Howard's powerboat, motored over to Bob, Bill & Tim and hand them what appeared to be a sail bag! Turns out the boys had forgotten to bring a spinnaker with them!

After four very competitive races, where positions changed on most every leg, Jerry took the fleet in for the day. After the boats got put away, the sailors found their way into the SBYC barroom where they discovered many of the skippers and crew of the boats that didn't go out. Apparently, many stayed in the warm clubhouse watching the fleet of three as they raced! Several of the folks that had decided not to go out commented that they wished they had!

Cocktails started at 5:00 PM and by 6:00 PM there were over 90 Lightning sailors and SBYC members standing in line for dinner. The menu was boneless chicken breasts cooked in a wine and cheese sauce, rice, fresh broccoli, fruit, salad and rolls, followed up with coffee, ice cream and brownies for dessert. A volunteer committee of SBYC members expertly prepared all.

Early Sunday morning, the weather looked fine and the Committee was preparing to get out on the water. Before they headed out they checked the local weather station and discovered that severe weather was only 30 miles to the west and approaching fast. At that point the Commit-



tee canceled all races for the day and made preparations for an early awards presentation. So, a group of about 30 SBYC members and Lightning sailors gathered in the dining room as awards were presented:

Third place: with races of 3, 3, 3 and 2
Bob King, Bill Healy and Tim Jones

Second Place: with a 2, 2, 1 and 3 Bob Wardwell,
Mike Healy and Sarah Costich

First Place: with a 1, 1, 2 and 1
Jed Dodge, Bill Dodge and Trevor Dodge

In closing remarks, Past Commodore and Regatta Chairman Tom Knapp thanked all those that helped organize the Regatta and thanked all the Regatta participants for coming! Tom also thanked the many CNY Lightning Fleet members who chose not to sail in the Regatta, but made very generous donations to SBYC to help cover regatta expenses. These donations are GREATLY appreciated and will go a long way helping offset potential losses caused by lack of paid registrations. Tom also reminded the Lightning Fleet about the Annual LYRA Regatta that is being hosted by SBYC July 30 through August 6th and invited the Fleet back for course racing on August 5th and 6th.

Respectfully submitted,

Tom Knapp

Past Commodore SBYC

Fleet Captain of SBYC

Chairman 2006 Lightning Regatta

Co-Chairman 2006 LYRA Regatta

at SBYC July 30–August 6

Co-Chair for the 2006 8-Metre

North American Championship at SBYC August 8–11

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26 Boats Provide Sharp Increase At Indy Open Regatta

Ken McGinity

The 43rd Burl Harmon Memorial Indiana Open was held May 6th & 7th on Geist Reservoir in Indianapolis. The consistent efforts of Mike Brock, the Ohio District Commodore, aided by Fleet Captains, to encourage schedule coordination throughout the Midwest bore fruit at this Regatta. 15 boats from eight different fleets joined 11 boats from the local Fleet 270 to stage an excellent, competitive regatta in beautiful weather and fair winds.

Teams from Chicago, Carlyle, Cowan Lake, Indianapolis, Leatherlips, Mansfield, Nashville, Saginaw Bay and Lake Wawasee all went at it in four Saturday and two Sunday morning races.

Jim Taylor aided by his experienced crew, Nate & Bridget Ireland defended his champion title, striking back from 3rd place after the Saturday races. He is the first repeat champion of this regatta since at least 1988. Bill Hofmeister with wife Mandy and George from Nashville was 2nd and the junior team from Lake Carlyle, Ian Schillebeeckx, Beth Ward and Lucas Hofmeister, finished in third. This team is heading to Finland in July for the Lightning Junior Worlds.

Regatta Chairman Pete McGinity introduced Race Committee Chairman Fields Gunsett at the Saturday noon

skippers meeting before the competitors headed out onto the Lake. Four windward-leeward races were run in 5-8 light east southeast winds. Since the races were short, lack of an offset leeward mark in the early going caused a bit of turmoil and some colorful language. Saturday racing was followed with a steak dinner and great conversation.

The two Sunday morning races were sailed on slightly longer courses in stronger breezes of 8 - 12 knots from the east northeast. Completing six races permitted a throw out race.

After lunch on the Clubhouse deck, the champion trophy was presented along with trophies for the first five places. In a brief interview with James Taylor afterwards, he emphasized the importance of a crew that has worked as a team for a long period. Both Nate & Bridget for example, have crewed for Jim for more than 5 years. Hardly a word need be spoken during a race about matters internal to the boat. He was enthusiastic about the level of competition this year and the camaraderie among all present.

During the scuttlebutt sessions, most all agreed that the effort put forward by the Districts and Fleets to get their members to travel to away regattas is starting to bear fruit. If we can get this initiative to continue and expand, we can see a return to the 40—50 boats we enjoyed in the 70s and 80s.

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Classic Lightning

Two Cents

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“Is that a Lightning?”

“No,” we replied. This was no Lightning in any sense. It was May 25, 2005, and my son Abe and I were trying out our new toy.

This evening was not the best for sailing. Our long-packed-away sails with their indelible creases hung limp. But the slowness of it all gave everyone with eyes and a love for Lightning hull lines a chance to take in what was happening. On the water, bobbing near us and like us at the mercy of this placid weather, were several 19-foot-long Lightnings.

And then there were Abe and I, fresh from being launched from a trailer at the Pontiac Yacht Club ramp on Cass Lake in Orchard Lake, Michigan, trying to sail, bouncing on occasional motorboat wakes, and doing our share of paddling—and aware that our entry stage right was being noticed.

“What is that?” people kept saying. The lines are all Lightning, and absent the real thing nearby, one might be deceived into thinking we were in a Lightning. But with a real Lightning floating a few yards away, there could be no deception. What Abe and I were sailing, or paddling, was, well, not an imposter, exactly. It was a scale model of a Lightning.



A couple summers ago I began this fantasy of wondering what it would be like to actually sail on one of the 38-inch-long remote control Lightning models some of the guys were racing near the dock at Pontiac Yacht Club. I imagined myself a Lilliputian skipper with an equally miniature crew cutting the radio antenna and pirating off in a stolen scale-model Lightning. Now, here I was with Abe, living out that fantasy. True, this was no scale model on the order of those 2-inch-to-the-foot models. But the Blue Jay we were sailing was indeed a scaled-down Lightning. It's 13 ½ feet long, compared to 19 feet for the Lightning.

As far as we know, we were the first to launch a Blue Jay on Cass Lake. It's mainly an Eastern class, and ours is the only Blue Jay in the Pontiac Yacht Club. No wonder people were mystified at sight of something so Lightning-like, yet somehow different.

But if I thought sailing the Blue Jay would be identical to sailing my Plug Nickel, I was in for a surprise. There are many differences—so many, in fact, that other than the physical resemblance, the Blue Jay and Lightning are very different boats.

This is logical, come to think of it. Proportions change more than perceptions. For starters, all sitting on the Blue Jay is done on the deck. There are no seats. Sounds like a minor difference, but if you are used to the comfort of seats where one can relax or even



stretch out when things are not exciting, you simply won't have it on a Blue Jay.

Centerboard. I had no idea how much I'd come to depend on stability from that 120-pound stainless steel centerboard on Plug Nickel. But the board on the Blue Jay, while it pivots just the same as the Lightning's, is made of wood. It has a lead weight implanted in it, yet the buoyancy of the board is enough to spring it up many times. I found myself reaching to hold it down and realizing that I may need to attach a stretch cord to force it down so I'm not constantly grabbing for it.

Both times we sailed the Blue Jay last summer were so windless as to be virtually dead calm. Not a good test of the boat's abilities. The boat's cramped cockpit made us long for the comfort of Plug Nickel.

Only two times? Yes, it was one of those summers when it seemed that whenever we had spare time for sailing, nature couldn't spare any wind.

But we found in such light wind that the cut of the Blue Jay's jib seemed to spill some of the rare breeze. Unlike the Lightning jib, which runs parallel to the foredeck, our Blue Jay jib slants sharply up to meet the forestay. In light winds, we felt we were losing valuable air. Maybe we will try a Lightning on the Blue Jay. Sure, it would break class rules, but right now on Cass Lake we are the Blue Jay class.

Our second trip in the Blue Jay wasn't much better. We raced in a Monday evening series for boats less than 19 feet long. Again, hardly a puff of wind. We longed for the amenities of Plug Nickel—barberhaulers, seats, a centerboard that stays put and better jib.

But the negatives have corresponding positives, especially if you are young or built small, having a centerboard that pops up instead of having to be labori-

ously raised by hauling a rope hand over hand has its advantages.

I can't count how many times my sailing friends have complained about the complexity of Plug Nickel. All those colored ropes are confusing, and even I, the guy who put them there, have to force myself at times to remember what is what. Modeled on the Lightning, but simpler and capable of being sailed by two people. What better training boat to prospective Lightning sailors, young or old?

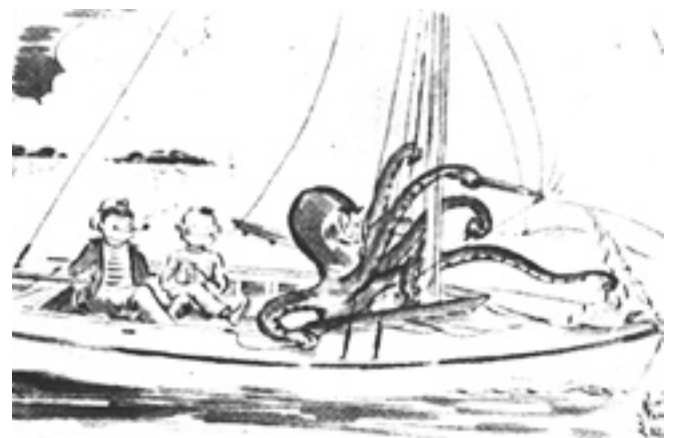
That cramped cockpit means I can hold the tiller and reach beyond the mast for halyards and sheets. That became more important after I rigged the boat for spinnaker.

PYC member Jim Bowers kindly took my camera and snapped photos of the Blue Jay's launching.


Jim suggested a name. "Your big boat is 'Plug Nickel,'" said Jim. "Why not call your little boat 'Two Cents'?"



Sure, we're protesting...
but one flag will do!!



I told ya someday I'd have the perfect
spinnaker crew!



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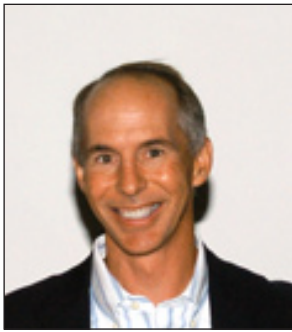
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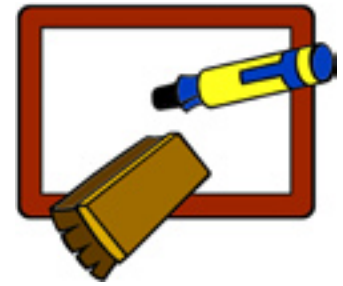


Coaches Corner

Eliminate Variables

Six Things to Try

Matt Burridge



I believe most of the important items for racing success are variable within our control, at least in the long run. However other non-critical variable can take up a lot of our energy and, ultimately, distract us from winning races. Sounds simple only, maybe, it isn't. What works for me is to pay attention to important tactics and technique during a race. To do this I need my mind to be free of clutter. Here are six things we did that helped us do well in 2005 at the Sheboygan's NAs:

1) *Pre-Regatta Mind Set*

Set appropriate "stretch goals" and don't be a sour puss. Due to my familiarity and comfort level with the racing venue in Sheboygan I thought we might have a shot at winning. I didn't talk about it, or get cocky, or think about "winning" as the task. We just focused on the separate tasks of getting the boat around the course cleanly and let the chips fall. In the end it worked out pretty well, we were loose and ready for anything.

2) *Philosophy*

Pay attention to people—your team mates are the most important people in your life at a regatta like that. Try to treat them that way on land as well as on water. We were really honest with ourselves about our individual strengths and weaknesses and this frankness became key to our functioning well as a team.

a. *Example #1*

I had not sailed enough during the year to feel good about my starting ability so I asked Dan Moriarty to be my "on the water starting coach". He is very good and my toughest rival skipper at home so I had to swallow my ego and ask for help, but it was the smart thing to do. As a result we had mostly outstanding starts and only one that we'd throw back (under the "catch and release" program) all week long.

b. *Example #2*

I had no idea that Tobi Moriarty was so strong at downwind tactics and calling the shifts as she is. She is not a boasting type of person so her performance in this area was put on display only during the races. Once I saw how good she was in this role she had my total trust in other performance aspects as well.

3) *Pre-launch*

Races are won on the water but they certainly can be lost on land:

a. *Boat prep*

Have each crew member take ownership for a maintenance check list and be sure everything works before you launch EVERY day. We would go around the boat every morning and check wear and functionality on everything. Between races we'd ask each other "is everything working right?" If it wasn't, we'd fix it. To be ready for this, I carry a small supply of versatile spare lines, shackles and the tools to repair on board in a zip lock bag. The total weight of this insurance policy is less than one pound.

Example

Our vang was breaking in Sheboygan but we did not know it yet. In fact, we did not notice it until just before race #5. Although the original piece might have worked we decided not to risk it and jury rigged a replacement. This work was finished only 6 minutes before the starting sequence of the deciding race of the NAs. It probably prevented a big "oops".

b. *Physical Preparation*

I'd spend 15 minutes stretching and warming up in front of the weather channel on TV before the rest of the team awoke every morning. This was "my" time to get mentally ready and work the kinks out. Improved flexibility helps prevent injury and my style of sailing is fairly exerting (I am not a big guy so I've got to make all of what I've got it count!) This approach helped me be mentally calm and physically ready, every day.

4) *During the Race—Going Fast*

For me "going fast" meant sailing smarter with competitive speed. We were ready for a chess match with a level playing field but, as it turned out, in the lumpy conditions we felt we were extra boat speed fast too. That was unexpected but welcome. Really our speed was a result of my team mates' ability and skill. Our smarts came from everyone's inputs and my comfort with the venue. As a result, I now think we were more willing take appropriate risks at the right times to gain distance than our competitors. This is not my usual conservative style but I had

sailed eleven events over many years in Sheboygan and was comfortable in knowing what to expect in every condition.

5) **Sails and Sail Trim—A Very Big Variable**

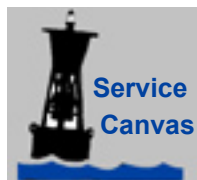
I had to have a comfort level with whatever sail shape I was going to use. I had chosen not to change brands or shape type since 1991 but get to know how to manipulate these known shapes for various conditions. In essence, I had built my "mental snapshot" data base of what looks fast in each condition well in advance so I did not have to discover "new territory" in the middle of a racing situation. Surely, part of the credit goes to my sail maker for having kept the alterations to these shapes at a minimum. For me, with limited time to devote to sailing, avoiding a new learning curve eliminated a big variable. Life was easier for me in that situation. To help get to this point (down the learning curve) I suggest talking with your sail maker to really understand the design rationale, go sailing and ask lots of questions about condition specific settings.

6) **Intangibles**

To win the NAs you have to be HOT and LUCKY. Since it is really hard to order good luck in advance and have it delivered on time (someone please tell me how to do this!), we just tried to be prepared in a general sense. This time it worked better than either Dan, Tobi or I could have predicted.

Go sailing and have fun!

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Fleet in the Spotlight

77

In order to understand where we are today, a little history is in order. Newport Yacht club is located on Irondequoit Bay just outside of Rochester, NY. The club has been here since 1936. In the late 40s there were two Lightning Fleets on the bay. Fleet 46 was at the Algonquin Yacht Club, and Fleet 77 was at Newport. In 1953 the Algonquin Club was flooded out, and the Lightnings and Comets joined forces at Newport. Sunday racing was a great draw to the club, and the parking lot management was in full force. The Lightning Fleet numbered in the high 30s, and a typical Sunday saw 20 boats on the line.



Until 1986 the Bay was closed off from Lake Ontario by a railroad bridge. This created a great place to sail and was near idyllic for the club. With the removal of the bridge came the powerboats. There had always been fishing and water-skiing boats, but the big lake boats changed everything. Our little private sailing area was invaded. The massive chop that developed slowly destroyed our docks, causing our costs to rise as repairs and redesigns had to be made. More and more of the members left as sailing conditions worsened and membership costs grew. The club membership fell from a high of 104 members to the present-day 55 or so. Finally in the 90s we were forced to switch from a one-design club to an open sailboat club.

When I joined the club in 1987 there were still 12–14 Lightnings on the line every Sunday. By the year 2001 we were down to about 4–5 boats on a regular basis, with up to eight boats on a good day. The future looked bleak for the Lightning Fleet.

In 2002, we hosted the Lightning Junior Worlds at our club. Racing was held on the lake and due to circumstances we towed the teams to the Lake. Because of weather condi-



tions, one of the day's racing was delayed till the late afternoon with racing extending into the evening. That night we had some very nice breezes and realized that weeknight racing might be a possibility. We had tried evening racing on the bay in the past, but the normal daytime thermal usually died at about 6:00 leaving no wind in the prime racing time.

The idea of towing everyone to the Lake every night seemed outrageous, but several of our members who crewed at other clubs on weeknights pushed the idea. Finally after much debate we decided to try racing on the Lake on Thursday nights. In June 2003, Thursday Night Sailing (TNS) was born and immediately became very popular with the fleet. We averaged about ten Lightnings per night that first year. Also, to make this a Club event we opened the racing up to the non-one-design boats using the Portsmouth Yardstick. Any class getting five boats to the line would get a separate start, but all boats would be time-on-time handicapped. So we had the best of both worlds—we had one-design racing and safety in numbers. The one-designs usually get two 40-minute races each night.

We have had our growing pains, and some organizational difficulties, but the program has been a huge success. Our biggest problems have been getting the tow under way efficiently. Our greatest success has been the revival of the Lightning Fleet. The Lightning fleet now has 8–10 boats every night and 17 different boats participated last year. We have seen the return of a couple of past fleet members, saved a couple of Lightnings that were about to switch to J22s (at a different club) and gained a few new members that were unable to sail on Sundays.. This year looks even more promising, as we have three brand new boats.

Another benefit has been the increased participation of the non-one-design members and camaraderie that has formed between us. When we get back to the dock we fire up the grill and have a party. Everyone brings a dish to pass and we have hot dogs, hamburgers, and beer available for donations. Several club members that don't race come down every week for the party and social life. TNS has also freed up our weekends for family travel and regatta trips, as the Lightning fleet no longer races on summer weekends. Our "sacred" summer Sunday racing is gone, but we are the better for it.

The changes that have been made took a lot of thought and even more work. A number of people contributed a lot of time to make TNS happen, but it has really been worth the effort. My hope is that this story will inspire other struggling Lightning fleets to think of innovative ways to bring a new outlook and new energy to their fleets.

Alan McReynolds—Fleet 77

COLOMBIAN NATIONAL CHAMPIONSHIP 2006

Mauricio Valenzuela—VP-ILCA Colombia



Sixteen boats made up the fleet for this years championship held on Club Nautico Muña in Lake Tominé an hour drive from Bogotá. Thanks to the boats coming from the different clubs in the area. The regatta was sailed over three days, and eight races were completed in light wind and rain conditions. Many former champions were present so the competition was good.

Tominé has risen to one of its highest levels as a result of heavy rain we have in the last couple months, and makes a beautiful sight with the mountains around.

Santiago Uscategui took the first place winning with Jochen Raute and Sergio Delgado; they were very fast in all winds conditions. Andrey Quintero and crew were second and Philippe Jacob and crew took third place.

Every one enjoyed the event and we predict that the coming season will be very busy.

Phoros courtesy of Francisco Castillo



Andrey Quintero & Crew



Jochen Raute, Santiago Uscategui & Sergio Delgado



Hernando Ramirez, Paulo Chiappe & Andrey Quintero



Philippe Jacob, Paula Douat & Lorenzo Rojas

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Tummy Time A Simple Strategy for Strengthening your Abdomen

Okay, so you've been working on your core muscles with the three-way plank and you want to know what's next in Dan's magical formula to create a superior race (no pun intended) of lightning sailors? Well the answer is—you need to have strong abdominal muscles.

It amazes me how much emphasis people place on exercising their stomach. There are dozens of ab blasting videos, countless gadgets that take up space and make you look silly, and there are even group exercise classes that work the abs for an entire hour!

What is the obsession? Well most of the time people are attempting to reduce the size of their stomach. They believe or have been led to believe that if they do enough exercises like sit-ups, crunches, twists, bends, etc., they will reduce the size of their belly. As you may already know the only effective way to decrease the size of your abdomen is to practice regular caloric restriction, aka "Quit eating so much!"

But have no fear, this article is going to explain how to effectively strengthen and tone your stomach and my next fitness article is going to teach you the most efficient way to burn the extra calories you are lugging around.

If I were to ask you to pick the best exercise to strengthen your stomach, what exercise would you choose? Most people would say the sit-up and they would be right! The problem is that most people can't even do one sit-up properly. That's right, I said MOST people, and this includes you.

Here is the challenge, after you finish reading this article I want you to try and do one sit-up, my way, and I would make a bet that the majority of people who try are unable to successfully do so. The reason is that for years people have been doing sit-ups with their feet wedged under something (couch, weights...whatever). When the feet are supported, the body tends to use the muscles that flex the hip to a greater degree than they will use the abdominal muscles.

It is time to pull your feet out from under the couch and start performing your sit-ups with your feet unsupported. By making this simple change you are reeducating the body so that it uses the abdominal muscles to a greater degree and decreases the contribution of the hip flexors during the sit-up.

Here is the procedure:

Lay down face up (supine) and bend your legs so that your feet are FLAT on the ground.

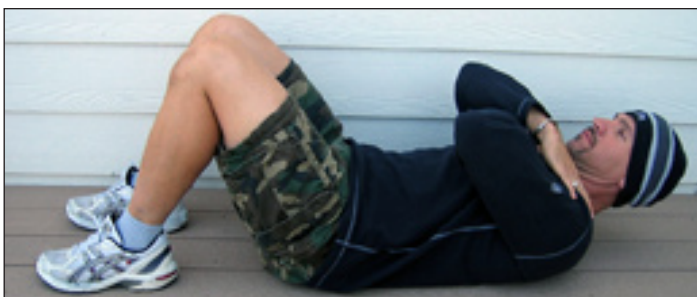
Now cross your arms over chest and sit up until your elbows touch your knees.



If your feet rise off the ground it is considered unsuccessful. Imagine that your feet are glued to the ground. If you are unable to do one sit-up with your arms crossed you may want to uncross your arms and straighten them so that they are pointed towards your feet, this makes it a little easier.



I want you to practice doing these unsupported sit-ups until you can successfully do three sets of **fifteen repetitions** without your feet rising up off the floor. When you can do this you have successfully trained your abdominal muscles to an excellent level of conditioning. Add the unsupported sit-up to the core training that you are already doing and you are on your way to a healthy, injury-free, toned body that can continue to sail for years.

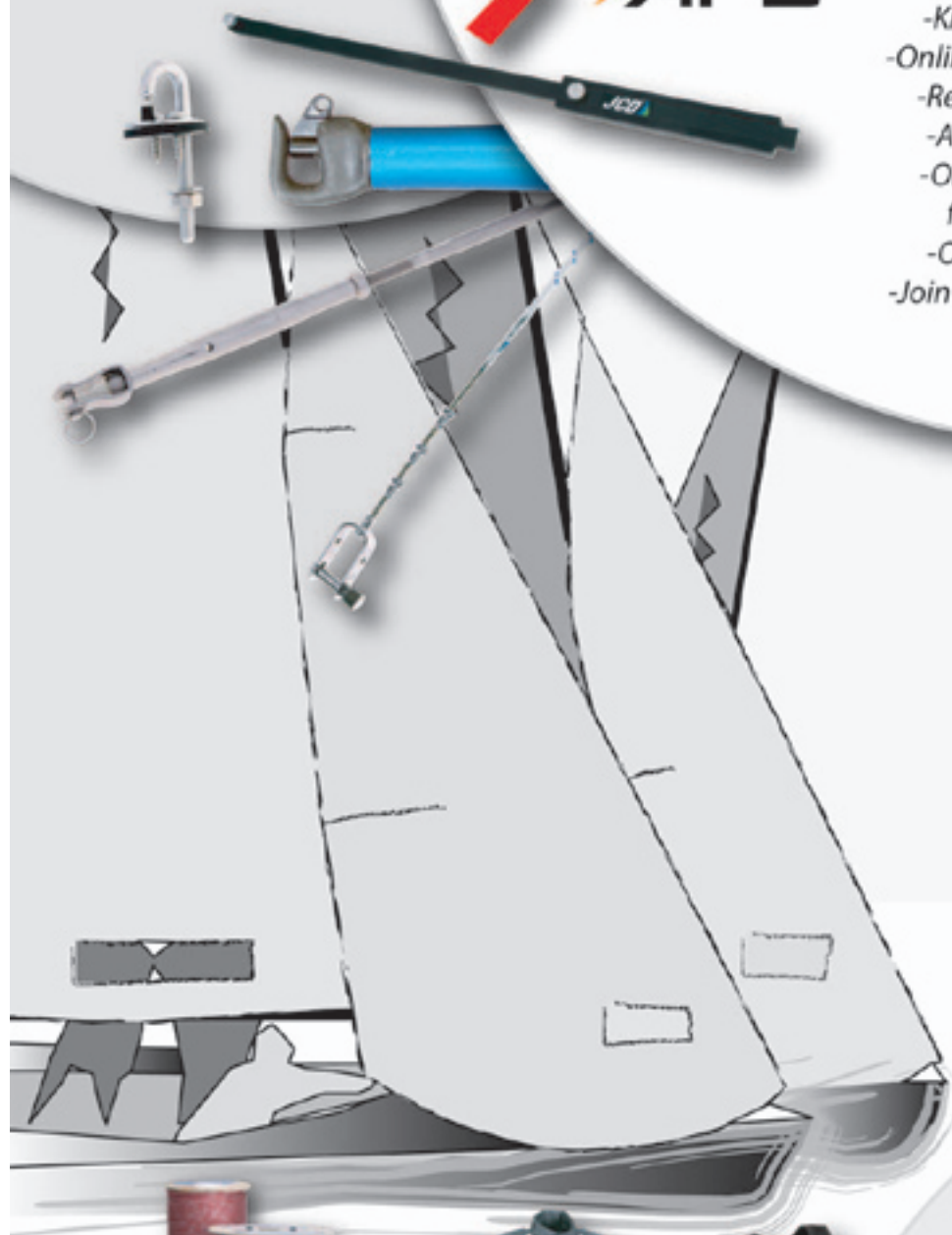


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Sun Protection for Sailors

Jan Davis—ILCA Executive Secretary

Because we spend so much of our time outside, in the sun, on the water, it makes sense to protect ourselves from the damaging effects of solar radiation.

According to the American Academy of Dermatology, 90 percent of skin cancers are linked to exposure to the sun, as are cataracts. It's the invisible ultraviolet (UV) rays of the sun that are the culprit. The best ways for sailors to minimize the sun damage is to 1) wear sunscreen, 2) appropriate clothing, 3) protective sun glasses.

Every sunscreen is rated according to its "sun protection factor" (SPF), which is primarily a measurement of its protection from sunburn-causing UVB rays. The higher the SPF, the greater the protection. Some sunscreens include ingredients that screen UVA rays as well as UVB rays, it's advisable to use a broad-spectrum formula that covers both types of UV rays. If you are prone to allergic reactions, use a PABA-free, hypoallergenic formula.

Correct and continuous application of a sunscreen is critical if it is to be effective. Apply it liberally to all exposed skin 20 to 30 minutes before going out sailing so it has time to absorb into your skin. Don't forget your ears and neck. Reapply every two hours—more often if you are perspiring heavily.

CLOTHING THAT BLOCKS UV RAYS

Covering up with long sleeve shirts, long pants and hats is a good way to limit UV exposure. But not all fabrics are equal—a bleached cotton T-shirt provides minimal protection—typically SPF 3 to 5—while denim blue jeans offer significant protection. Tightly woven fabrics are generally better than knits. Good UV – blocking fabrics include 100 percent polyester, shiny polyester blends, and unbleached cotton.

Clothes designed to shield sailors from UV rays are now available. They are typically made of tightly woven fabrics treated with a UV protective finish. Sunscreening clothes are either rated with the same SPF system as sunscreens or are given a similar "Ultraviolet Protective Factor" (UPF) rating which measures how much of the UV radiation is



absorbed by the fabric. UPF 15-24 is considered good; 25 to 39 very good; and UPF 40 to 50 excellent.

Solumbra is a line of sun-protective wear from Sun Precautions that includes long-sleeved, lightweight shirts, pants, and hats. Because clothing that limits exposure to UV rays is considered a medical device, it is regulated by the Food and Drug Administration. Sun Precautions has received FDA approval to market its Solumbra line for sun protection with a rating of SPF 30+. Both Layline and APS sell sailing gear that carries SPF ratings.

For an inexpensive way to boost the sun-screening quality of your clothes, treat them with Rit Sun Guard, a widely available colorless dye that you add to your laundry to increase UPF rating to 30. One package treats a load of laundry. It works well for cotton, linen, rayon and lasts for more than 20 washings. It has received the Skin Cancer Foundation's Seal of Recommendation.

Be sure to check the UV protection of your sunglasses, search for those with 99 to 100% UVA and UVB protection.

So, go ahead and enjoy your time on the water sailing your Lightning; just take the necessary precautions to protect yourself from those dangerous UV rays.

Sources: Rit Sun Guard
www.sunguardsunprotection.com
Sun Precautions Clothing
www.sunprecautions.com
Sun Solutions Clothing
www.sunsolutionsclothing.com

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Metropolitan	11	North Shrewsbury River	Mississippi Valley	262	Harbor Island Yacht Club
Lake Erie	12	Buffalo Canoe Club	Peru	265	Yacht Club LaPunta
Lake Erie	19	Chautauqua Lake Yacht Club	Central Canada	277	Clearwater Bay
Metropolitan	25	Lake Mohawk Yacht Club	Central Canada	279	Temple Reef Sailing Reef
Central Atlantic	26	Little Egg Harbor	New England	280	Chequesset
Ohio	33	Turkeyfoot Lake	Pacific Northwest	283	Columbia
Lake Erie	47	Silver Lake Yacht Club	Greece	286	Parthenon
Long Island	58	Hewlett Bay	Italy	312	Lega Navale Italiano Anzio
Central States	60	Jayhawk	Dixie	314	Sassafras River
Pacific Northwest	64	Maple Bay	Chile	318	Algarrobo Yacht Club
Metropolitan	75	Nyack Boat Club	Michigan	326	Grand Traverse Yacht Club
Conn/Rhode Island	85	Niantic Bay Yacht Club	Chile	342	Higuerillas
Pacific Northwest	90	Kitsilano Yacht Club	Southeastern	348	Lake Lanier
Central Atlantic	99	Great Egg Harbor	Brazil	351	Flotilha de Lightnings de Niteroi
Central Atlantic	104	Lavallette Yacht Club	Southeastern	365	Catawba Yacht Club
Central New York	108	Great Sodus Bay	Pacific Northwest	368	Okanagan
Lake Erie	115	Cuba Lake Yacht Club	Michigan	374	Douglas Lake
Lake Erie	118	Flying Beaver Club	Ohio	400	St Mary's
Conn/Rhode Island	126	Cedar Point Yacht Club	Peru	424	Club Universtorio de Ragata, La Pinta
Southeastern	127	Savannah Yacht Club	Ireland	427	Killyleagh Yacht Club
Pacific Northwest	132	Lake Washington	Southeastern	429	Greater Charleston
Conn/Rhode Island	134	Noroton	Central Atlantic	430	Ocean City Yacht Club
Michigan	137	Gull Lake Yacht Club	Long Island	431	Southampton Yacht Club
Central New York	164	Willow Bank Yacht Club	Texas	435	Rush Creek Yacht Club
Midwest	167	Lake Davenport	Central States	438	Perry
Central Atlantic	173	Brant Beach Yacht Club	Southeastern	440	Palmetto
Southern	175	Shreveport Yacht Club	Argentina	446	Club Univeritario de Buenos Aires
Southern	179	Pass Christian Yacht Club	Italy	453	Flotta Del Trasimeno
Lake Erie	180	Conneaut Lake Yacht Club	Southeastern	463	Lake Waccamaw
New England	189	Marblehead	Italy	466	Flotta Del Conero
Central Atlantic	196	Surf City	Finland	468	Valkeakoski
Argentina	206	Club Nautico Olivos	New England	471	Casco Bay
Ohio	212	Atwood Yacht Club	Southeastern	481	Wake
St Lawrence Valley	215	Royal St Lawrence Yacht Club	Chile	490	Aculeo Lake
Central New York	225	Henderson Harbor Yacht Club	Dixie	496	Swift Creek
New England	227	Bomoseen Yacht Club	Central New York	498	Selkirk
Pacific Northwest	229	Chinook	St Lawrence Valley	499	Point Claire Yacht Club
Switzerland	250	Sempacher/Alvier/Merak/Star/Greifensee	Southeastern	500	Tennessee Valley
Greece	251	Yacht Club of Athens			

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Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
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Supplied hardware	A trip to the hardware store



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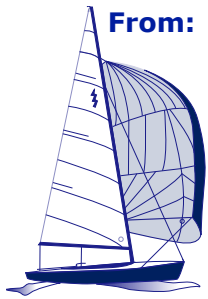
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14824 Nickels. White hull, two Proctor mains (one barely used, one Fisher main-new 2004 used 7 regattas only) one JF2 jib, one 5A+ jib two spinnakers, SS centerboard, galv trailer and full covers, mooring cover. This boat is tricked out! Very competitive just needs skilled crew. Always stored indoors. Competitively priced. Mike Shayeson 513-615-9705 (w) 513-271-8289 (h) mshayeson@cinci.rr.com (OH)

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14781 Allen. White hull, grey deck, adjustable jib cars, gal. trailer, North sails, covers, SS centerboard, excellent condition. \$11,500 Kirk Reynolds 315-685-5149 (W), 315-685-5149 (h) reyn685@yahoo.com (NY)

14710 Nickels. Triple white, red boot and deck stripe. Fresh water, dry sailed. North J,M,S, trailer. \$10,500 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

14524 Allen. White hull, gold lightning. 1992 North American Masters champion. Two sets of sails. Fresh water, stored on lift or trailer. Chautauqua Lake \$7900 James Patterson 216-409-8264 (h) mbp3@po.cwru.edu (NY)

14486 Nickels. Covers, North M-5 main and 5-A+ jib, trailer. \$8,500 John Northrop 760-745-7245 john.northrop@cox.net (CA)

14484 Nickels. 1991. Gray hull with red pinstripe. White deck. 2 sets of North sails M/J/S. All covers. Trailer. Very good condition. Lying Nyack. \$7,500. Nathan Little 201-248-2763 (w) 201-248-2763 (h) n.little@verizon.net (NJ)

14324 McLaughlin. White hull w/maroon chine stripe, light grey deck, teak rub rails, Tacktick compass, race ready with updated controls, Hand I locks on lowers, Tennessee trailer, North M/J/S ~25 races, Fisher M/J/S, all covers. Fresh water boat in excellent condition, \$6500. Ben Williams 217-244-9650 (w) 217-344-8508 (h) bdwillms@life.uiuc.edu (IL)

14309 Allen. Blue. Not sailed for 10 years, stored inside. New sails. Tacktick compass. \$5,500. David Kurtz 305-273-9456 (h), 305-460-5333 (w) goombay2@bellsouth.net (FL)

14045 Nickels. Very good race record, only two owners, original owner Matt Fisher, Very well taken care of. Both covers, newer mast, newer boom, bottom new in 2000. Bottom is in outstanding shape. 2 full suits of sails. One set purchased in 2005 and gently used. Asking \$6,000. Jim Rollberg 312-545-7296 (w) 815-477-7685 (h) jrollberg@sbcglobal.net (IL)

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13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

13029. SS board, new mast & boom, cover, 2 suits of sails, trailer, good condition. \$2,150 Andy Patterson 541-891-8154 p511@charter.net (OR)

11599. Single owner, very fast, race ready, blue hull, white deck, teak floor boards, mahogany trim, ss centerboard, Helms built. Race rigged with Harken blocks. Includes trailer, sails (m,j,s), padded hiking straps, rudder cover, FabriCraft full deck cockpit cover, top and bottom trailer covers, plus Fisher racing Main and Jib (rolled). Fresh water, Dry sailed, garaged in winter, well maintained. \$2500. Sage Cutler 859-734-3851 (w) 859-734-3851 (h) sage.cutler@adelphia.net (PA)

11331 Allen. Hull and trailer only. Hull completely stripped. No spars, hardware or blades. Trailer is the best part... and it aint nuttin to write home to mom about... certainly a project boat... if you have a older heavy boat and want a light weight hull... this might be the answer! Lets say \$100 and it all yours! Mark Gardner 802.318.6479 (w) 802.862.4234 (h) Mark@TheGardnerFamily.net (VT)

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10494 Lippincott. 2 jibs, 2 mains, 3 spinnakers, anchor, Sealion 1982 galvanized trailer. \$2,900 Jim Gill 215-368-9600 X 616 (w), 215-723-9662 (h) gilljig@comcast.net (PA)

10368 Mobjack. Sails, dry hull, trailer, new blocks and lines. \$2,000 Also, 7098 Woody. G. Penny 973-744-4724 gpenny@elisabethmorrow.org (NJ)

9904 Allen. Fiberglass hull, aluminum mast, newly refinished mahogany deck seats and dash, full length cover, solid but uninspected trailer, full suit of sails and rigging in good condition. \$2000 Craig Cassel 717-533-4301 (w) 717-533-4301 (h) cbcassel@msn.com (PA)

9703 Lippincott. Fiberglass red hull, white deck, new steel board, alum. Spars, trailer, sails. \$2,500 Will Langdon 860-536-2130 willangdon@msn.com (CT)

8637. Fiberglass hull w/ mahogany cockpit needs restoration. Wooden spars brand new rebuilt to class specs. Complete boat, heavy duty trailer, sails, rigging, life jackets. \$750 or free w/ donation to our Boy Scout troop. Ned Goodman 330-665-3552 (h) nbisgoodmn@adelphia.net (OH)

7216. Wood lightning sailed since 1955 on fresh water. Needs Maintenance type work for season. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. on yard cradle. Trailer and 3.5 hp motor available. \$2500 Bill Dever 518 374 8532 (h) deverwd@localnet.com (NY)

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